## Service of the Confederacy.

(Washington Post.) Among the important post-offices just ed, and which come under the class presidential appointments, is that abothtown, Kv. Four years ago Mr. Todd Helm (the youngest sister of Todd Lancoln, who was the wife of who died at the head of his brigade inchamings. President Harrison on a reappointed her for another term, the a spirited clamor for the place, story of Fresident Lincoln's Constituting and pathetic in all our war his which is full of the pathos of friend-broken and divided lives, two were devotedly attached to one set, their friendship was like that of

was elected to the Legislature and made a creditable member, married Miss Todd, and a year made a visit to Illinois, where the his brother-in-law. Abraham They formed then and there a particle with the brothers and there as the first than an ordinary liking men. Helm fully appreciated the titre, the quaint wit and force of a far the deal and the state of the state of

master in the United States army, with rank of major. Nothing in his life ever head Helm like this, He knew the pom was one of the most coveted in the nee; that the rank of major at his age try) was very exceptional in any army; he could exchange into the linewith old major, and that W. S. Harney, AlSidney Johnston, R. B. Marcy, and is had found the pay-corps an honorastepping stone to higher rank in the cr the staff of the army. In common all graduates of the Military Academy to time in their lives Helm had a strong re to get back into the military service.

e was his opportunity—a chance bright-han he had ever dreamed of. What

happened that very afternoon to Colonel Robert E. Lee, just pro-to the command of the First cavalwhom he had some acquaintance. of those perfect spring days e as lovely as a dream. The trees ming into leaf, and the white plum, and pear blooms centrasted with nd pear blooms contrasted with delicate pink of the apple bloson not well, Colonel Lee ?" said

d States army," Lee continued.
prime of life I quit a service
were all my expectations and

f major and paymaster with that date to Colonel Lee, who ave asked General Scott as a faediste acceptance. My mind sturbed to give you any ad-what your conscience and

wonder that Helm slept but lit-light or the one following. Mr. ad not a word to him, and his ot know of Mr. Lincoln's offer

sambitions. He felt that with is ambitions. He felt that with ty to him might come great repute knew that Lincoln would need to advance him wherever it was all proper to do so. Mrs. Helm one of going abroad. She deer husband some diplomatic powould give them an opportunity Europe and hving in good soere is no doubt that Mr. Lincoln e given Helm almost anything to have kept him from going

on have been kind and generous out have been kind and generous cond anything I have known. I claim upon you, for I opposed basev, and did what I could for on of another, but with no unkind ward you. I wish I could see my dil try to do what is right. Don't offer be made, public yet. You offer be made public yet. You we my answer in a very few days." al Heim told a very dear friend all added that he could have had the sion of a brigadier-general of volunthe three months' service, re-

on the sank in the regular army as mabeautas.
I never had such a struggle," said Genhielm long afterwards. "The ideal
of was before me. The highest posiis in the profession I was educated for
o opened to me in one day. I would
only be the youngest officer of my rank
the army, but could transfer at the
east possible moment into one of the
lary regiments. With the changes then
arring in them by resignation, I would
amy have been a full colonel within
year. Think what a career, what poslities were opened to me. Then I could
be been a general officer of volunteers
des, Such an opportunity rarely offers
If, and it almost killed me to decline."

THE MOST PAINFUL HOUR.

Helm went home. In Louisville and at Frankfort he met Governor Buckner and others. Prominent among his friends was Tom Monroe, then Secretary of State under Governor Magoffin. Mouroe was an impassioned State-rights man of the Yancey school. Buckner had just been made Inspector-General of Kentucky with the rank of major-general, and directed to organize the kentucky militia into companies and regiments with a view to the possible defence of the State. General Buckner Monroe (who was killed at Shiloh) and Roger Hanson, colone; of the Second Kentucky Confederate infanity and brigadier-general (killed at Stone Biver) were all of one opinion. Helm went with them, he said to a friend, who was afterward a member of his staff, that the most painful about of his life was when he wrote to Mr. Lancoln, upon whom he had no claim, for they were of widely different political opinions, declining the positions offered bim, One can readily understand it. Several years ago while examining some papers in the War Department, the writer cans across a brief memorandum reading thag.

in the United States army April 27, 1861. De

when Helm arrived in Louisville on nis way home he found the city and State in a ferment. Blanton Duncan had openly recruited the First Kentucky regiment for the Confederacy, and it was about to forward, over a thousand bayonets strong, to General J. E. Johnston, then near Manassas. The ladies of Louisville by subscription equipped it with blankets and camp and garrison equipage, and a similar subscription among the men of southern sentiments had furnished it with uniforms. Every one who saw it will remember how martial the First Kentucky looked when it disembarked one soft afternoon in the late spring of 1861, and went into camp at Centreville, the first western regiment to report to General Johnston. Then came the fight, beginning at Blackburn's Ford and culminating at Manassas, of July 19th, 20th, and 21st, where the ranks of the First Kentucky were thinned never to be refilled. WENT WITH THE SOUTH.

take who was the wife of am Lincoln, who was General Ben. Hardin Helm, Confederate States who died at the head of his brigade ckamanga. President Harrison or reappointed her for another term, a spirited clamor for the place. Story of President Lincoln's Contebrotherin-law is one of the most ting and pathetic in all our war his chech is full of the pathos of friend-roken and divided lives. Was going South. Finally it was agreed that if the young men would go rether the second daughter of the Helm was born in 1831. His liken. John L. Helm, was a tromay aver and politician (he was once for of the State) in Central Ken. He married the second daughter of Kentucky's most eminent jurised his command, for duty. That autumn awyer and politician (he was once the married the second daughter of Kentucky's most eminent jurised. Second Dragons, which was the Colonell Helm was the Colonell Helm was wasen to vest Every one who knew him loved the bouchtful, studiens young Ken. Who seemed mature above his He graduated ninth in 1851, and the command of his regiment passed the first Kentucky lindian-fighting ancestry of the old Kentucky lindian-fighting ancestry of the old

Thus time went on until 1863. It became evident to both armies that a great battle must be fought in Tennessee or georgia, and the two armies converged near Chickamauga. General Helm's brigade, composed of the Second, Fourth, sixth, and Ninth Kentucky regiments, and Cobb's battery was attached to Brecklinridge's (Kentucky) division. A few days before the battle the Forty-first Alabama regiment was added to Helm's command, and on the morning of the 19th of September the struggle began with nearly 150,000 men in both lines of battle. On the evening of the 20th, while leading his command against Thomas's corps, Helm was fatally wounded and died early on the morning of the 21st.

LINCOLN'S GRIEF

and sorrows for the partner of ms Joys and sorrows for the past foursors years, come next January. He was a big, gawky youth of twenty-three when he led her to the altar, and she was a blooming woman of thirty. When the cracked village bell rang for the ceremony that morning the population of the United States was only 7, 239,831.

population of the United States 17,233,881.
Until three years ago the venerable couple, both of whom are in the best of health and spirits, lived alone in a comfortable log house on the Yellow Bank river, in Lac log house on the Yellow Bank river, in Lac Qui Parle county, when they were induced to live with their nearest relatives at this point. Next week Mrs. Salisbury will have a birthday celebration. She has lost the timidity of her sex as to the roll of the ages, and states with pride that on Wednesday she will be one hundred and ten.

For their age they are both wonderful in their energy and vitality. A year ago, on his one-hundred-and-second birthday, Father Salisbury saw a hawk attack a hen. He got his old flintlock musket and shot the hawk as it was flying away with its prey, saving the hen and killing the bawk. On his one-hundredth birthday he walked seven miles to Bellingham and back home the same day. the same day.

Plan of a Shrewd Young Woman Who

"I had an experience the other day which has interested me more than any-thing of a similar nature which has happened to me in all my business experience. A young lady who moves in the best society brought me three letters and I photographed them for her, and at her request destroyed the negatives. The letters were the most tender and ardent love missives imaginable. They were addressed to the young lady herself, and were signed by a name which, I am sure, you would recognize instantly were I to mention it. I will only dream. It is the place above which suits me.

"You'll pand."

SHE CAUGHT THE CAR. A Mannish-Looking Girl Surprises a Bos

She was a very masculine-looking young woman, and if she had not worn a Psyche knot and skirts she might have passed for a slim-waisted youth, for she wore a man's collar, a man's coat, a man's four-in-hand tie, and displayed on her bust a longitudinal section of a man's plaited shirt, says the Boston Advertiser.

She was waiting for a car in the storm the other evening. She did not have an umbrella and was in the shelter of a doorway. A car dashed by and she whistled for it to stop.

GEN. CHARLES LEE.

REMARKABLE NARRATIVE IN THE WRITING OF ELIAS BOUDINGT.

Valuable Unpublished Document Illus trating Lee's Poculiar Mental Organization.

Said Senator Faulkner, of West Virginia recently to a Globe-Democrat correspond-ent: "The present generation has forgotten that between Harper's Ferry and Shep-herdstown is the plantation to which General Charles Lee retired after his famous alterestion with Washington at the battle of Brandywine [Monmouth?] The house in which Lee lived was destroyed by fire some years since. Lee lived on his

General R. E. Lee."

BOUDINOT'S STORY.

Simultaneously with the publication of the above the following appears in the Philadelphia Times:

There will be sold at auction in this city within a few weeks one of the most interesting manuscripts that has lately been offered to the collectors of rare, curious, and choice books. It is now owned by John R. Baker, and has for some years formed a part of his valuable library. The great interest which the manuscript possesses to students of American history was apparently not appreciated by Mr. Baker, however, who some months ago loaned the volume to Mr. W. S. Baker. That experienced student of the life and times of Washington quickly discovered its great historical value, and straightway set to work compiling an article upon the subject, which will be published in the next number of the Pennsylvana Magazine of History and Biography.

The narrative is contained in a volume entitled "A Magazine for Miscellaneous Pieces and Publications Collected and Preserved by Elias Boudinot." It is entirely in the handwriting of Boudinot, who was commissary-general of prisoners in 1777 and 1778, and is now for the first time seen in type. The manuscript, as will be seen, contains some new and startling incidents of the Revolution, specially illustrating the character of Major-General Charles Lee.

Exports to Exchange Lee.

EFFORTS TO EXCHANGE LEE.

and on the morning of the 19th of September the strangel began with nearly 1500 men in both lines of battle. On the evening of the 20th, while leading his compand against Thomas's corps, Helm was the thoughts was "What shall does I do for Ben. Helm?" It must no about the middle of April, 1861, response to a cordial personal lettration. Helm came to Washington the Property of the Washington in the Washingt

have come with the utmost safety. I then asked him what end would have been answered by their coming. 'Sir,' said he, 'I had discovered the whole plan of the summer's campaign on the part of the British and would have disclosed the whole to their measures, for, Mr. Boudinot, it is in vain for Congress to expect to withstand British troops in the field.' I answered that they had been withstood and that the campaign had passed over and the enemy had gained no great advantage, with all their force and strength. 'But (I continued), General, will you answer me explicitly. Did you inform General Howe that this was your design?' He answered, 'By no means!!' 'Then, General,' said I, 'do tell me what ressons did you assign to General Howe for so extraordinary a measure as sending for three members of Congress to be permitted to enter a garrisoned town to confer with their own General, a prisoner of war?' To this he would give me no answer, but immediately began to urge the improbability of our troops, under such an ignorant commander-in-chiet, ever withstanding British grenadiers and light infantry, and immediately put his hand into his pocket and pulled out a manuscript of two or three sheets, and said he charged it on me to hearken to what he would read to me, and as soon as I returned to Jersey that I would repair to Congress and not leave them till I had prevailed upon them to adopt his plan.

"He then read his manuscript, which was a labored argument to prove the impossibility of making head against the British army, and that therefore we should set it down as certain that in the next campaign we must be completely defeated. He therefore urged that Congress would immediately have a strong fortress built at Pittsburgh and also several hundred boats; that they would order all the riches of the country to be sent there, with the old men, women, and children; and that when they found themselves driven there that Congress, &c., &c., might take boat and go down the Ohio to the Spanish territory for protection.

name which, I am sure, you would recognize instantly were I to mention it. I will confess that curiosity got the better of my judgment, and I finally said:
"You'll pardon me, but this job is a little unusual, isn't it?"
"Is it?' she said, smiling.
"Is strikes me so,' I replied. 'I don't see why you want a photograph of these letters when you have the letters themselves."
"Don't you? Well, I do. Suppose the letters were to be lost or burned or destroyed in some other way?"
"Wouldn't the photographs be destroyed in some other way?"
"Perhaps not; especially if they were not kept in the same place with the letters. But I'm not afraid of losing them by fire or in any such way as that. The fact is the likely to be illegible."
"There is a girl for you who doesn't propose to take any risks in the breach-of promise business."

we called I THE CAR.

we want the meselves driven there that Congress, &c., &c., might take boat and go down the Ohio to the Spanish territory for protection.

"The whole of this plan struck me in so absurd a light, added to the impropriety of reading such a thing to me, who he knew was on my parole of honor, (that) I answered without hesitation that I could not take any such message to Congress."

WASHINGTON'S PLAN.

Continuing his narratives Mr. Boudinot writes: "In the spring of 1778 a proposition was made for a partial exchange of prisoners, and I was ordered to Germantown to meet the British commissary to attempt the business. When I was setting off from camp General Washington called me into his room and in the most carnest manner entreated of me, if I wished to gratify him, that I would obtain the exchange of General Lee, and said that I should suffer no trifles to prevent it. I accordingly went and made a pretty considerable exchange of prisoners, Continuing his narratives Mr. Boudinot writes: "In the spring of 1778 a proposition was made for a partial exchange of prisoners, and I was ordered to Germantown to meet the British commissary to attempt the business. When I was setting off from camp General Washington called me into his room and in the most earnest manner entreated of me, if I wished to gratify him, that I would obtain the exchange of General Lee, and said that I should suffer no trifles to prevent it. I accordingly went and made a pretty considerable exchange of prisoners, but quite new propositions were made for the exchange of General Lee, which neither the General nor myself ever thought of. After reducing the terms to as favorable a scale as I thought right I agreed to it, on condition that if General Washington was not pleased with the new plan, and notice was given of his refusal within twenty-four hours, the exchange was to be void.

"I arrived at headquarters about 6 o'clock P. M., and, going into the General began to tell him of my success, when he interrupted me with much eagerness and asked me it I had exchange General Lee. I miormed him of what had been done. He replied: 'Sit down at this table and write a letter informing of my confirmation of the exchange and send one of my horse guards immediately.' Done, and I sent him accordingly. Fixed the next day but one for General Lee's coming out to us."

Mr. Boudingt now goes on to tell of the

"When the day arrived the greatest pre-parations were made for his reception. All the principal officers of the army were drawn up in two lines advanced of the camp about two miles toward the enemy. Then the troops with the inferior officers formed a line quite to headquarters. All the music of the army attended. The General, with a great number of prin-cipal officers and their suits, rode about

Philadelphia and waited till General Lee appeared. General Washington dismounted and received General Lee as if he had been his brother. He passed through the lines of officers and the army, who all paid him the highest military honors, to headquarters, where Mrs. Washington was, and here he was entertained with an elegant dinner, and the music playing the whole time. A room was assigned him back of Mrs. Washington's sitting-toom.

"General Washington gave him the command of the right wing of the army, but before he took charge of it he requested leave to go to Congress at Yorktown, which was readily granted.

"Before he went I had an interview with him. He expressed himself under the greatest obligations to me, but wished exceedingly to know if I had made his communication to Congress, and what was their opinion of it. I assured him I had, not. He said he was going to Congress for that purpose, as he was now more than ever convinced that nothing else could save us—that he found the army in a worse situation than he expected, and that General Washington was not fit to command a sergeant's guard.

"Interview Between Lee And Howe."

"My jealousy of him was greatly confirmed, and I began to interregate him about his reception at Philadelphia, and immediately brought about the question whether he had seen General Howe. He told me that he had been closeted with him the evening but one before he left the city. I urged him to tell me the substance of the conversation that passed between them. He told me that General Howe began to talk upon the claim of independence by the Americans, and he thought it one of the most absurd and hopeless expectations that could enter into the mind of sensible men—'and as for you, Lee,' says he, 'what in the devil could get into you to be so crazy, who ought to know better?' Lee answered that he thought it a very wise measure, and that if it had not been done the Americans would have been without excuse. The General replied, 'Why, what end can it answer? Do you think there is the most distant probability of their succeeding? To which General Lee replied: 'They were perfectly right. In case of a treaty what have they to give up, for what they may insist on receiving, had they made no claim to independence?' 'O, sur,' said the General, 'if that is all they mean by it, it may be proper enough; but I supposed they aimed at insisting on a separation from the mother country. But in this view it may be well enough. INTERVIEW BETWEEN LEE AND HOWE.

A FOOLISH MOVE.

"He went to Congress and applied for a committee to meet and confer with him. The President, Mr. Laurens, was directed to this service, to whom General Lee communicated his plan, which disgusted Mr. Laurens so greatly that he would not even report it to Congress. This lessened the General so greatly in the eyes of Congress that they never paid much respect to him afterwards.

"He returned to the army and took command of the right wing. He immediately began to cabal against General Washington and to quarrel with the Marquis Lafayette. He assured me himself that General Washington was ruining the whole cause: that he was looking forward to the British evacuating Philadelphia and going to New York, and, of course, strengthening his left, while his right was totally unguarded, but Lee said that the enemy would pass over to Chester and come suddenly on their right wing, and we should be wholly overthrown. He said he had urged this in council, but that he had been overruled, and, therefore, was no longer accountable.

AN UNLUCEN DAY. accountable.

AN UNLUCEY DAY.

"When the British army actually passed through Jersey and General Washington, by his great precaution, had advanced two brigades towards the Delaware and therefore overtook the British at Freehold, General Lee was greatly mortified and at first refused to take the command of the advanced party and it was given to the Marquis Lafsyette, but on finding that the advanced army was reinforced and raised to a very respectable command he insisted on the command, and to keep peace it was given to him.

MARRIED EIGHTY YEARS.

Two Century-Old True Lovers Who Live on the Lake-Which-Talks.

Your Control of the purpose sent General Howe's safe conduct for their security. This Congress to out the command and skirmish took place. His behavior the purpose sent General Howe's safe conduct for their security. This Congress to out the command, and to keep peace it was very insular very state of mind, which might have been increased from the stituation of our prisoners, and to accomplish Lee's exchange if possible.

There is living at Lae Qui Parle, in Yellow Bank township, the oldest married couple in the world. Daniel Salisbury was been 103 years ago, the year the Colonal Government first drafted a plan of govern on the Salisbury with the officers who had been conscioused from the care of him, and was treated with great pointness and affability. When breakfast with him the next day. This did, in company with the officers who had been consciouse of something wrong in the care of him, and was treated with great pointness and affability. When breakfast with him the next day. This did, in company with the officers who had been consciouse of something wrong in the care of him, and was treated with great pointness and affability. When breakfast with him the next day. This did, in company with the officers who had been consciouse of something wrong in the care of him, and was treated with great pointness and affability. When breakfast with him the next day. This did, in company with the officers who had been consciouse of something wrong in the care of him, and was treated with great pointness and affability. When breakfast with him the next day. This did, in company with the officers who had been consciouse of something wrong in the care of him, and was treated with great pointness and affability. When breakfast with him the next day. This did, in company with the officers who had been consciouse of something wrong in the General Live. When the world with the stream of the properties of the properties of the properties of th

The author of this remarkable manuscript. Elias Boudinot, LL. D., was born in Philadelphia on the 2d of May, A. D. 1740. He studied law and was admitted to the bar of New Jersey. Early in the Revolutionary war he was appointed by Congress commissary, general of prisoners under the following circumstances, which he relates in his diary:

"In the spring of 1777 General Washington wrote me to accept of a commission as

in his diary:

"In the spring of 1777 General Washington wrote me to accept of a commission as commissary-general of prisoners in the army of America. I waited upon him and politely declined the task, urging the wants of the prisoners and having nothing to supply them. He very kindly objected to the conduct of gentlemen of the country refusing to join him in his arduous struggle; that he had nothing in view but the salvation of his country, but it was impossible for him to accomplish it alone; that if men of character and influence would not come forward and join him in his exertions all would be lost. Affected by this address, and supposing that I could be of service to the prisoners, and at the same time have an eye on the military power and prevent its encroachments on the civic authorities, I consented to accept the commission on the General's assurance that I should be supplied by the secret committee of Congress with hard money for the relief of prisoners and that I should only be subject to his orders in the conduct of my descriptors."

for the relief of prisoners and that I should only be subject to his orders in the conduct of my department."

In the year 1777 Mr. Bondinot was elected a member of Congress and in the year 1782 he was elected president of that body. Upon the return of peace he was elected by Washington to fill the office of Director of the Mint. This trust he executed during the administrations of Washington, Adams, and (in part) of Jefferson. Resigning this office he fixed his residence in Burlington, N. J., where he died October 24, 1821.

E. LESLIE GILLIAMS.

A Particular Customer.

(New York Weekly.)

Particular Customer: "I want an oysterstew and I don't want the oysters and liquors and milk all mixed in a mess and merely heated. I want the milk carefully boiled first, then the oysters added, next the liquor, and finally, after it is taken of, the seasoning. Be very particular about the milk. It must be sweet and rich, and above all things be careful to get good butter. Only the best and freshest gittedge dairy butter should be used." As for the oysters, I want the very finest to be obtained anywhere; no common mud oysters for me. Now don't forget."

Waiter: "Yes, sah. Do you wish the oysters with or without, sah?"

Customer: "With or without what?"

Waiter: "Pearls, sah."

A Theological Fact.

"What is the devil?" asked an Austin Sunday-school teacher of the new boy, who is quite small.
"I don't know what it is, but it can't run as fast as my pa can."
"How do you know that the devil can't run fast?"
"Because I heard asked.

run fast?"

"Because I heard ps say he always catches the devil when he comes home late at night from the lodge. I reckon I'll be able to catch it, too, when I get to be as big as pa."

"I've no doubt of it," remarked the teacher, with a sigh.

Instead of Hope.

He said: "Oh, may I still have hope?"
Upon his bended knee.
"No, not Hope; but if you wish
Instead you may have me."

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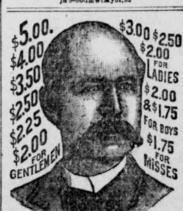
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RICHMOND AND DANVILLE BAILROAD. SCHEDULE IN BFFECT JANUARY 4, 1891. TRAINS LEAVE RICHMOND, VA.

TRAINS LEAVE RICHMOND, VA.:

2:15 A. M. SOUTHERN EXPIRESS, daily to Atlanta, Augusta, and points South.

Connects at Greensbord for Durham and Raiseigh; at Salisbury for Western North Carolina. Passengers can take sleeper at 9 P. M. Through sleepers from Danville South.

2:15 A. M. ACCOMMODATION, daily, except Sunday, to Clover, Va., and Intermediate points.

10:35 A. M. VIRGINIA AND NORTH CAROLINA EXPERSS, daily, through train to Railegh eta Keysville Connects at Burkeville with Norfolk and Western railroad for Farmville, Lynchburg, and points West; at Keysville for Clarksville, Oxford, Henderson, and Durham.

Charksville, Oxford, Henderson, and Jurham.

1:00 P. M. PAST MAH., daily, for Atlanta, Augusta, and points South. Connects at Mosley's junction with Farmville and Powhatan railroad; at Greensbord for Durham and Raleigh; at Salisbury for Western North Carolina. Through sleepers from Danville South. At Danville connects with the vestibule limited.

6:00 P. M. LOCAL, daily, except Sunday, for Amelia Courthouse and intermediate points. TRAINS ARRIVE AT RICHMOND.

6:00 A. M. From Atlanta and Augusta. 8:45 A. M. From Amelia Courthouse. 3:30 P. M.) 8:45 A. M. From Amelia Courthouse. 4:20 P. M. From Raleigh. 5:30 P. M. At Manchester from Clover.

THE FAVORITE ROUTE NORTH. LEAVE RICHMOND: TRAIN No. 10, 3:10 P. M.

LOCAL EXPRESS, daily, except Sunday.

Stops at all stations. At Lestor Manor connects
with stage for Walkerton; with Baltimore
steamer at West Point.

TRAIN No. 16, 4:38 P. M.

TRAIN NO. 16, 4:38 P. M.

BALTIMORE LIMITED, daily except Sunday
for West Point, connecting with York-River
steamers for Baltimore, At Baltimore steamers
connect with Baltimere and Oho railroad for
Washington, Philadelphia, and New York.
Steamors leave Baltimore 4 P. M. daily, except
Sunday.
Trains arrive at Richmond 9:15 A. M. and 10:49
A. M.
TRAIN No. 40, 7:40 A. M.

A. M. TRAIN No. 40, 7:40 A. M. and 10:40

LOCAL MIXED. daily except Sunday, leaves
Twenty-third street for West Point and intermediate points.

Ticket-office at station foot of Virginia street.
Open 8 A. M. to 6 P. M. and from 9 P. M. to 3:15

A. M.

A. M. City ticket-office—east 901 east Main street, SOL HAAN, Traffic Manager. General Passenger Agent JOSPH S. POTTS, Division Passenger Agent A TLANTIC COAST LINE RICHMOND AND PHTERSBURG RAILROAD
TIME-TABLE.
Commencing MONDAY, January 19, 1891, at
2 A. M., trains on this road will run as follows:
TRAINS SOUTH WARD.

23 \*9-15 A. M. 10:00 A. M. Through train.
23 \*9-05 A. M. 9:13 A. M. Norfolk special
27 \*2:58 P. M. 3:35 P. M. Faat mail.
25 \*2:50 P. M. 12:50 P. M. Norfolk train.
26 \*5:05 P. M. 5:00 P. M. Accommodation
27 \*11:39 P. M. 12:07 A. M. Accommodation
28 \*10:10 P. M. 8:03 P. M.

TRAINS NORTHWARD, 14 77.03 A. M. 7:47 A. M. Past mail.
32 77.35 A. M. 8:20 A. M. Accommodation.
34 11:66 A. M. 11:45 A. M. Accommodation.
38 12:00 P. M. 1:40 P. M. Accommodation.
36 5:20 P. M. 6:40 P. M. Through train.
36 6:10 P. M. 6:48 P. M. Nortok special. \*Daily. STOPPING PLACES.

Nos. 14, 23, and 25 make no stops. Nos. 23 and 78 stop on signal at Mauchester, Drewry's Bluff, Centralia, and Chester. Nos. 23 and 25 stop on signal at Manchester and Chester. No. 37 stops on signal at Manchester only for passenger purchasing tickets to regular stopping-places for this train south of Petersburg. Nos. 32, 34, 32, and 27 will stop at all stations for passengers. PULLMAN-CAR EERVICE.

PULLMAN-CAR SERVICE.

On Trains Nos. 14 and 23 sleeping-cars between New York and Tampa, Fin. (via Jacksonville). On Trains Nos. 14 and 27 sleeping-cars between New York and Charleston. On Trains Nos. 27 and 78 sleeping-cars between New York and Jacksonville. On Trains Nos. 37 and 14 sleeping-cars between Richmond and Lynchburg, Va. In addition to the above.

THE NEW YORK AND FLORIDA SPECIAL, consisting of Vestibule Pullman cars only, leaves Richmond south-bound at 7:20 P. M. Mondays, Wednesdays, and Fridays, and leaves Foleraburg north-bound at 8:07 A. M. on Tuesdays, Thursdays, and Saurdays. Extra fare is charged on this train.

THE ONLY ALL-RAIL LINE TO MORFOLK. THE ONLY ALL-RAIL LINE TO NORFOLK

ELAVE.

Richmond. - '9:05 A. M. Norfolk. - 3:30 P. M. Norfolk. - 3:30 P. M. Norfolk. - 3:30 P. M. Richmond. - 11:47 A. Norfolk. - 5:38 A. M. Richmond. - 11:45 A. M. Richmond. - 6:45 P. M. Richmond. - 6:45 P Norfolk .... \*4:09 P. M. Richmond ... 6:45 P. J.

The trains leaving Richmond at 9:05 A. M. an
Norfolk at 4 P. M. are solid trains between the
two points, and passengers go through without
change of cars. Close connections are als
made at Petersburg by the 12:10 P. M. twin from
Kichmond and the 5:35 A. M. train from Norfell
Trains leaving Richmond at 9:15 A. M. an
II:20 P. M. and arriving at Richmond at 7:47 /
M. and 1:40 P. M. make close connections at Pttorsburg to and from Farmytlle, Lynchburg
and southwestern points.

R. M. SULLT, Superintendent.
T. M. EMERSON, General Passenger Agent.

GROCKREEN, &c. EVAPORATED AND SUN-DRIED

APRICOTS, PRACHES,
NECTAMINES, APPLES,
PRAMS, AND PRUNES at
MCCARTEY & HATNES.

R. L. CHRISTIAN & CO., COOKING SHERRY AND CALIFORNIA VINER, TABLE SHERKELER, AND MADELKA, BRANDT-PEACHES, Large assortment of IMPORTED WAPERS, OLD PEACH WHIGHEY.

TOHN MAHONY,

FARMVILLE AND POWHATAN GENERAL OFFICES TO EAST MAIN STREET. SCHEDULE IN EFFECT JANUARY 19, 1891. LRAVE RICHMOND.

RAILROADS

1:00 P. M., via Atlantic Coast Line for Bermula.
19:15 A. M., via Atlantic Coast Line for Winterpeck and intermediate stations.
1:00 P. M., via Richmond and Danville, reffreed for Farmyille, and all stations west of Winterpeck. ARRIVE AT BICEHOND

e:20 A. M., via Atlantic Coast Line from Bermuda. 6:40 P. M., via Atlantic Coast Line, from Winter-pock and Intermediate stations. 2:30 P. M., via Richmond and Danville railroad from Winterpock, Farmville, and in-All trains daily except Sunday.

All trains daily except Sunday.

For Rosels, beging ordinedts, time-tables, &c.,
apply to A. W. GARISK Atlantic Coast Line,
and Richmond and Danyle depote.

W. C. LAUGHTON,
General Freight and Passenger Agent
JAMES M. WESTH, General Manager. 14 17

CHESAPEAKE AND ORIO RAIL-SCHEDULE IN EFFECT JANUARY 1, 1891.

SCHEDULE IN EFFECT SANUARY 1, ISSI.

LEAVE BICHMOND.

8:40 A. M. Daily for Old Point and Norfolt.
Pullman Sleeping Car Hinton to Old
Point.

11:00 A. M. Express, daily for Cincinnail, Chair
Car Old Point to Charlottesville,
Pullman Sleeper Charlottesville to
Cincinnail. YORK-RIVER LINE, VIA WEST POINT

Pullman Steeper Charlottesville to Cincinnati.

8:30 P. M. Express, daily for Old Point and Norfolk. Chair Car Charlottesville to Old Point.

4:30 P. M. Accommodation, except Sunday, for Charlottesville, except Sunday, for Charlottesville.

10:30 P. M. The F. K. V. Limited daily, Pullman Sleeping-Car Old Point to Hinson Solid vestibule train, with Duing Carand Pullmans Charlottesville to Cincinnati and Pullman to Louisville. 6:00 A. M. Local Freight, except Sunday, for Charictesville.

Charictiesville.

8:30 A. M. and 203 F. M. daily from Cincinnatt.
7:45 P. M. daily except Sunday, from Clifton Forge.
10:56 A. M. and 6:45 P. M. daily from Norfolk.
Station: Broad street near Seventeenth.

JAMES-RIVER DIVISION. LEAVE RICHMOND.

9:00 A. M. daily for Lychburg, Lexington, and Clifton Forgo. [4:30 P. M. except Sunday for Lynchburg, con-necting with a train leaving Lynch-burg at 5 A. M. daily for Lexington and Clifton Forge. Sleeping car to TRAINS ARRIVE AT RICHMOND.

6:30 P. M. daily from Clifton Forge. 8:20 A. M. except Sunday from Clifton Forge. Lexication, and Lynchburg. Station: Eightn and Canal streets. JOHN D. POTTS. Division Passenger Agent. H. W. FULLER, General Passenger Agent.

R. W. FULLER, General Passinger Agent.

RICHMOND, FREDERICKSBURG
AND POTOMAG RAILEGAD.—Schedule
commencing JANUARY 19, 1891—eastern
standard time.
8:07 A. M. leaves Byrd-Street station daily,
atops only at Ashland, bothwell, Milford, and Fredericksburg. Brooke
and Widewater. Steeper to Washton and New York. Arrives Wash
logton 12:04 P. M., Baltimore at 1:17
P. M., Philadelphis 3:47 P. M., New
York 5:30 P. M.
11:52 A. M. leaves Byrd-Street station daily,
escept Sunday. Buffet Parior Car
Richmend to Washington. Arrives
Washington 4:10 P. M. Baltimore
6:24 P. M., Philadelphia 7:17 P. M.,
7:10 P. M. leaves Byrd-Street station daily,
Sleeper, Richmond to New York.
Stops only at Ashland, Bothwell,
Milford, Fredericksburg, Brooke,
and Widewater. Stops at other stations on Sundays. Arrives Washington 11:10 P. M., Baltimore 12:55
A. M., Philadelphia 2:55 A. M., New
York 5:50 A. M.
8:50 A. M. arrives at Byrd-Street station daily,
Sleeper from New York. Stope only
at Widewater, Brooke, Fredericksburg, Milford, Bothwell, and Ashland. Stops at other stations on
Sundays.

innd. Stops at other stations on Sundays.

2:38 P. M. arrives at Byrd-Street station daily; stops at Fredericksburg Milford, Bothwell, and Ashiand. Sleeperfrom Washington and New York. Does not stop at Elbs.

9:45 P. M. arrives at Byrd-Street station daily, arrays Sunday. Buffet Farler Car Washington to Richmond.

FREDERICESBURG ACCOMMODATION. DAILY EXCEPT SUNDAY. ASHLAND TRAINS.

DAILY EXCEPT SUNDAY. DAILY EXCEPT SUNDAY.

6:48 A. M. loaves Elba. Arrivos at Ashland at 7:33 A. M.

6:24 P. M. leaves Elba: arrives at Ashland at 7:03 P. M.

6:45 A. M. arrives Elba: Leaves Ashland at 8:03 P. M.

6:18 P. R. arrives at Elba: leaves Ashland at 8:09 P. M.

The New York and Fiorida Special Vestibule train leaves Byrd-Street station 8:00 A. M. on Tuesdays, Thursdays, and Saturdays, commencing January Ed., and arrives Byrd-States 7:10 P. M. on Mondays, Wednesdays, and Fridays, Extra fare is charged on this train.

(A. TAYLOR, Traffic Manages.

E. T. D. Myens General Superintendent.

SCHEDULE IN EFFECT JANUARY II. 1861 TWO TRAINS DAILY TO NORPOLK AND LYNCHBURG. LEAVE RICHMOND, BYRD-STREET STATIOS

Daily, vie Petersburg - Sichmond a Norfolk Turough Express - Arrive Norfolk His? A. M. Stops and Petersburg, Warerly, and Suffe SOLID TRAIN BICHMOND NORFOLK.

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